

**Department of Transportation  
Project No. 44-148  
Route 1 over Pattagansett River  
Town of East Lyme**

**Monday, January 13, 2014, 7:30 p.m.  
East Lyme Town Hall, Upper Meeting Room  
108 Pennsylvania Avenue  
Niantic, Connecticut**

**Minutes**

**Present:**

Timothy D. Fields – Connecticut Department of Transportation (CTDOT)  
Louis D. Bacho – CTDOT  
Derrick Ireland – CTDOT  
Joe Bragaw – East Lyme Director of Public Works  
Mark F. Levesque – Close, Jensen and Miller, P.C. (CJM)  
Jeffrey J. Fontaine – CJM  
Paul Magyar – Lenard Engineering Inc.  
Town Residents

**Presentation:**

A presentation was delivered by Mr. Louis D. Bacho from the CTDOT, Mr. Jeffrey J. Fontaine from Close, Jensen and Miller, P.C., and Paul Magyar from Lenard Engineering Inc.

The following items were included in the presentation:

- The existing Route 1 bridge is a single span, reinforced concrete structure with a clear span length of approximately 12 feet and a curb-to-curb roadway width of 35 feet, which supports one lane of traffic in each direction.
- The bridge is recommended for construction due to structural deficiencies, hydraulic inadequacies, and a substandard bridge railing and parapet.
- The proposed replacement bridge will be an 18-foot clear span precast concrete rigid frame structure founded on pile supported, cast-in-place concrete footings.
- Overtopping of the bridge during major storm events will not be alleviated due to the extensive work required, however, the larger hydraulic opening will improve upon existing conditions.
- Due to the high volume of traffic observed during the summer months, alternating one-way signalized traffic will be utilized from April 1<sup>st</sup> to June 16<sup>th</sup> for Stage 1 of construction. Two lanes of traffic will be maintained from June 16<sup>th</sup> to September 5<sup>th</sup>, as requested during the Town Roads meeting. Traffic would then go back to signalized alternating one-way for the construction of Stage 2 from September 6<sup>th</sup> to November 30<sup>th</sup>.
- Temporary overhead utility relocation will occur to avoid conflicts with construction. Following construction, utility lines will be returned to approximately their original positions.

- The estimated construction cost for the project is approximately \$1,500,000, which will be undertaken using State funds.
- Construction is anticipated to begin in the Spring of 2016 and be completed in the Fall of 2016.

### **Public Comments and Questions:**

#### **Question:**

An abutting property owner expressed concern that his property floods from the Pattagansett River during major storm events, and stated that additional drainage maintenance would need to be performed in addition to the bridge construction to alleviate the flooding issues.

*The hydraulics at the bridge will be improved due to the larger hydraulic opening at the structure, which may result in improved conditions in the surrounding area. Additional work to the surrounding drainage in the area is not part of the project scope. The proposed bridge improvements have been designed to avoid additional adverse impacts from existing in the surrounding area. While the proposed bridge project will likely not alleviate any current flooding due to drainage issues in the area, it will not make any existing conditions worse.*

#### **Question:**

A member of the East Lyme Water Commission stated that the Town was promised the boring samples taken at the project site by CTDOT, however, they were never received.

*Boring logs will be provided to the Town. Further coordination with CTDOT survey will be made regarding the borings.*

#### **Question:**

The Water Commission representative showed exception to the proposed Traffic scheme during construction. It was stated that traffic behavior was the opposite of what the Town had noted, with traffic being highest during the school year, due to the presence of a high school, elementary school, and firehouse within the area. Maintaining two lanes of traffic at all times during construction was requested.

*CTDOT will proceed by looking into options for maintaining two lanes of traffic throughout construction; however, due to constraints at the project site, this option may not be feasible. Additional traffic counts will be performed so that the best possible staging scheme can be employed based on the traffic volumes.*

#### **Question:**

It was requested that a wetlands officer hired by the Town oversee the wetlands permit application process so that any incidents that could compromise the Town water wells can be avoided. Requests also included that no construction

equipment be left in the water overnight and an environmental response team will be established should anything go wrong. The screen gauges downstream of the structure also need to be maintained.

*CTDOT will prepare permit application documents for the project for approval through the Connecticut Department of Energy and Environmental Protection and the U.S. Army Corps of Engineers. No town approvals are necessary for State construction projects; however, coordination will be made with the Town so that they may review any permit documents and provide their comments/concerns. Best Management Practices to address the items mentioned above will also be included as part of the project to prevent contamination of any kind. The screen gauges located downstream of the structure will not be impacted.*

Question:

Could the utilities at the site be relocated underground?

*Meetings were held with the utility companies who have services within the project vicinity. The proposed relocation plan was provided by the utilities and concurred by the CTDOT. Utilities would need to be temporarily relocated to avoid impacts, either aerial or underground, during construction. The cost for relocating the utility lines underground would far exceed that of returning them to their existing location, which is the preferred option for the utility companies.*

Question:

Could a sleeve for future gas lines be installed under the bridge?

*Coordination has been made with the Gas Company servicing the Town, and a request was made that a sleeve be installed for future expansion. However, through coordination the CTDOT Utilities unit, it was determined that, because the sleeve is not necessary as a part of the project, or relocation of existing utilities in the vicinity of the project, the sleeve cannot be installed as part of this work.*

Question:

Do the existing underground pipes (water main and sewer line) have sleeves under the structure?

*The sewer line has a sleeve. The sewer line will remain in place throughout construction. It is unknown whether or not the water main has a sleeve; however, it is assumed that it does not have one since it runs around the footprint of the existing structure.*

Question:

If the piles are not driven to bedrock, will they shift in the future?

*The foundation design has not been completed. If the depth of bedrock precludes the piles from being driven to bedrock, friction piles will be utilized, which will be designed not to shift.*

Question:

How many segments are proposed for the rigid frame structure?

*The plans currently show 5 segments; however, it will be up to the contractor as to the amount and configuration of the rigid frame segments they will install. The contractor's proposal will be reviewed for approval by the bridge designer prior to commencement of installation.*

Question:

Will the area downstream of the structure be impacted by Rights of Way takes?

*No areas downstream of the structure are anticipated to have any proposed Rights of Way takes.*

Question:

Will a sidewalk be installed on both sides of the bridge?

*No. A sidewalk will only be provided along the north side of the bridge, similar to the existing configuration.*

Question:

If alternating one-way traffic is used, will emergency vehicle pre-emption be provided since a firehouse is located nearby?

*Yes, emergency vehicle pre-emption will be provided for alternating one-way traffic.*

Question:

Where will the field office and materials storage be located?

*Locations for the field office and materials storage are at the discretion of the contractor, with approval by CTDOT. Locations for these items may be on CTDOT owned land, or the contractor may enter into an agreement with the Town or private entity for an area.*

**Adjournment:** The meeting was adjourned at 8:45 p.m.